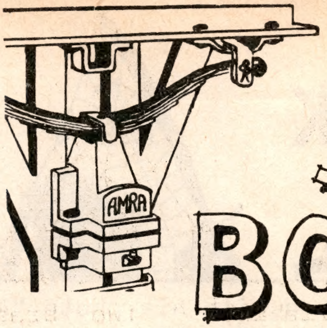

Editorial

JOURNAL BOX

THE COUNTRY MEMBERS

Working in the city of Melbourne,
ake for granted the privilege of
ly access to the large model
ps.

Perusing the membership list, I
denly realised what a lot of
members are denied this access.
tainly, catalogues are avail-
e from some shops, but this is
ll compensation for personal
pping.

I have two suggestions to make.
stly, what about some of you
y members writing to me when
see new interesting lines for
lusion in SHOP SPY? Secondly,
this would be better, what
ut adopting a country member
this purpose?

Country members would have to
tiate the contact, of course.
uggest that if you are inter-
ed, you write to me with all the
essary information about your
erests - layout, scale, proto-
e country, scratch builder,
. I will either "introduce"
to a city member with similar
erests, or ask for one in Jour-
.

ALLAN DOWEL.

Cover Photo: Wauchope Timber Yard, courtesy N.S.W. G.R.

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The SECRETARY'S DESK

It's that time of the year - RENEWAL AND ANNUAL ELECTION TIME.

Both these subjects are most important to us as an Association so you will receive your renewal notice and nomination form under separate cover. Naturally, without members the Association can no longer exist or endeavour to carry out its aims. Equally important is the nomination of office bearers as laid down in Article 13 of the current A.M.R.A. Articles of Association.

Nominations are called for the election of the President and five Committeemen and will be received by the Secretary up to and including the 31st August, 1968.

The supplement in this Journal is the "Beginner's Guide" Supplement by A. Dowel. With the difficulties and hold-ups we are experiencing with the reprint of both "Beginner's Guide" and "Standards", it has been decided to present the supplement in this form so that all members will receive their copy. New members will receive their copies of "Beginner's Guide" and "Standards" as they become available.

It is my pleasure to report that the prize donated by Jack Treseder for the best photograph of the year has been won by Colin Gilbertson with his photo "Anothe Shot of 632", page 113, July/Au ust Journal - Congratulations!

Also, congratulations go F. H. Sibson for winning the pri donated by Norm. Robinson for th best article of the year (The Rea Casey Jones, May/June Journal).

REX LITTL

JOURNAL MATERIAL

Material for Journal is a bi "light on" at present. We try t produce a balanced Journal eac issue - a bit of prototype, model electrical, operating, etc., bu this is only possible if we hav the material in hand from you.

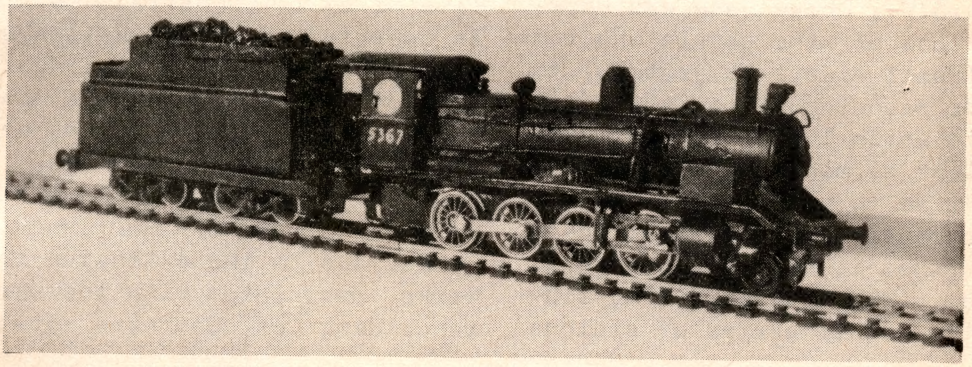
We also badly need "fillers" o all sizes, those little snippet of information on model or prototype which come your way and woul be of interest to other members.

You only have to scribble anything out (but double spaced) an send us rough diagrams if applicable. As long as we can understand both text and diagrams, w can knock any item into shape.

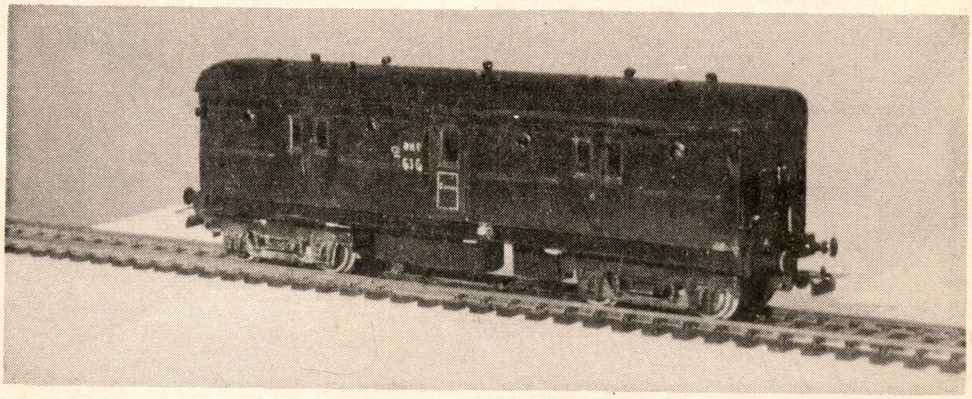
We just will not believe tha any member has absolutely nothin for Journal. Please don't rel on the "other bloke".

We have a very large lette box!

Cedric Rolfe being presented with the Tim Dunlop Cup by the president, John McNabb.



The model loco made by Cedric Rolfe, winner of the Tim Dunlop Cup.



The model of a N.S.W.G.R. guard's van made by Cedric Rolfe, winner of the N.S.W. Branch Rolling Stock competition.

THE FYSHWICK SIDINGS

BY E. W. O'HALLORAN

More years ago than I care to remember, I first became interested in this hobby. I started in what I suppose is the usual fashion, by buying a Hornby Dublo train set with its inevitable small oval of track. In due course, points and a siding were added and the oval was enlarged. Then, despite this larger layout, with the possibility of two trains and the odd bit of shunting, the layout (if it could be called that) began to pall. I felt that something was missing.

About this time, I first made the acquaintance of a firm in Albury, N.S.W., whose name was Pacemaker, and of the people who run it. I will always be grateful to them for rescuing me from the boredom into which I had fallen - for "training" my mind along the right "lines", so to speak. The solution they proposed was so startlingly simple that it seemed too good to be true. Why not replace my siding with a short series of sidings in which all kinds of operation could occur? I tried it and foun my interest reviving, even thoug I thought it not quite prototypica to have so many sidings running i quick succession off one main lin I lived grimly with this opinio right up to the time I came to Can berra.

For those who are not full aware of the railway set-up in Ca berra, I should explain that th National Capital is situated a the end of a short line owned b Commonwealth Railways, which run from Queanbeyan in N.S.W. for abou five miles to Canberra. This lin is operated by N.S.W. Railways, an near Canberra is the industria area of Fyshwick. Here can b found the prototype for my serie of sidings used so long ago. (Se Fig. 1.) The set-up looked lik this. I use the past tense be cause, due to the extensive track works associated with the curren rebuilding of Canberra Station

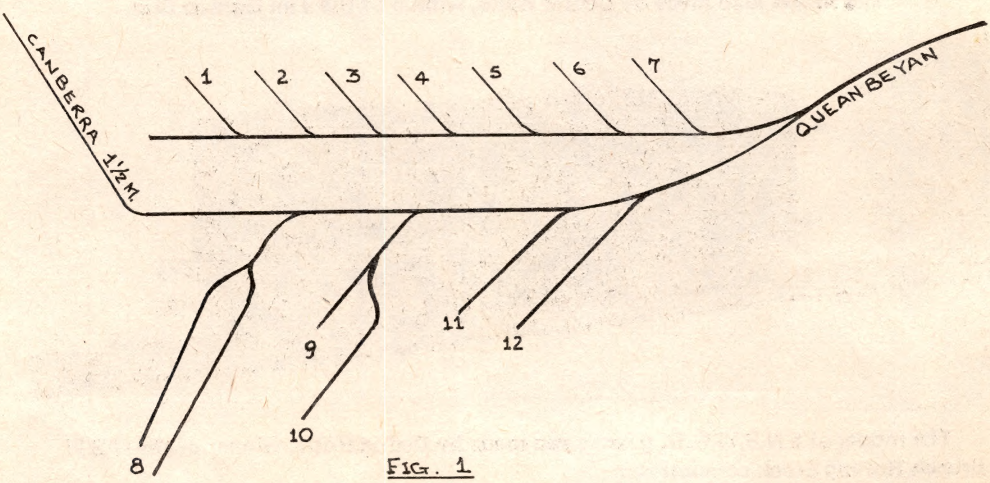


FIG. 1

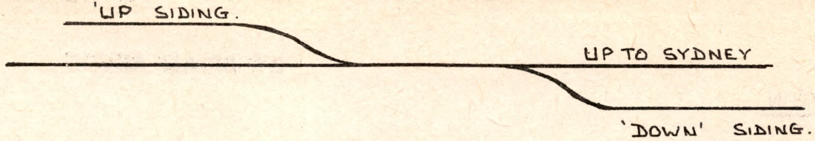


FIG.2 FYSHWICK SIDINGS.

he Fyshwick sidings have been lightly altered, but the general asic idea remains.

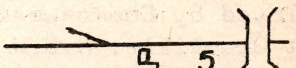
All main line connections faced 'down" trains (i.e., from Queaneyan to Canberra) and thus corespond with the sidings on the 'up" side. In New South Wales, it appears to be the practice that all sidings on one side of the track face one way, and all on the other side of the track face the other way. This is a case which varies from the rule. (See Fig. 2.) This feature was much appreciated by the railway staff since it meant that a locomotive could bring a rake of loaded vehicles from Canberra and spot them on the appropriate siding without any running around movements. Empties were taken forward to Queanbeyan, or sometimes pushed back to Canberra.

If your tastes run to goods operation, this little set-up should keep you happily shunting for an hour or so, and if incorporated in a layout with a reasonable goods marshalling yard, the possibilities are almost unlimited. A little complication could be added by deliberately reversing a couple of the sidings so they could only be shunted by trains coming in the opposite direction. It could also form the basis of the "Industrial Belt" line so beloved of the Americans. In any case, it could easily be worked by only one loco and at most a dozen or so wagons. If looped, it could fit in a small space and be a blessing for space-starved modellers, and there are many of them around.

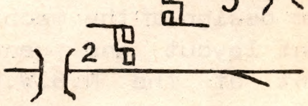
In the past, some potentially good modellers have been lost to the hobby due to boredom with unsatisfactory layouts and I feel that a small layout based on these sidings could do much to dispel that boredom - one such layout certainly did for me. I don't for a moment suggest that this idea will answer all your problems, but it will at least keep interest alive while you search for something better. If the Fyshwick sidings can thus save just one modeller from boredom, they will have served our hobby as well as they do our National Capital.

CORRECTION: May/June Journal, Page 5.

Signal No. 5 on Fig. 2. of Nashdale should be



Signal No. 2 on Fig. 3. of Borenore should be



WILL I SCRATCH BUILD

BY BRIAN BRUCE

INTRODUCTION

The decision to produce this article was prompted by Allan Dowel in his article in July/August 1967 Journal in which he wrote "a decision to build Australian is almost a decision to scratch-build -" and those who do so are true modellers.

There are few modellers in Australia who don't have their eye on a favourite loco or item of coaching or rolling stock from one or more of the rail systems in Australia, and from the majority there are even fewer who have successfully built a model of real authenticity that could satisfy the most ardent scale enthusiast.

To try and offset this, these few notes could help beginners and old hands to get somewhere near to prototype.

THE DECISION

The decision to scratch-build is not always motivated by a desire to own a particular item of stock; it could be motivated by having a layout based on an Australian prototype or not owning your own layout but operating on a group layout with a majority of Australian prototype.

My decision was motivated by the fact that whilst I was employed by Commonwealth Engineering at Granville, N.S.W., I carried out the design of the mechanical equipment layout and general arrangement of the N.S.W.G.R. Code BC flat wagon (see photo).

I became so engrossed with this unit that I decided to scratch-build myself a model in brass.

The brass model was unsuccessful due to the following reasons:-

1. My inexperience at scratch-building.
2. The particular brass that I used.
3. Attempting to silver solder the unit together.
4. Lack of facilities to build the unit.

Having suffered this failure, I sat back and considered other materials and methods of manufacture. My next attempt was with polystyrene sheet 0.010" and 0.020" thick purchased from Australian Model Craft at Albury.

Each part of the wagon was carefully marked out on the surface of the plastic and drawn freehand onto a sheet of paper, which represented the sheet of plastic. In this way, I was able to identify each part even if the plastic sheets became muddled, out of order, or after several pieces were cut out.

I made six of these wagons which needed some 493 pieces, so you can imagine the time spent in glueing.

My next project was to attempt to model the new N.S.W.G.R. CH and WH Code alumihium hopper cars.

Due to the success with plastic my previous model, I once again tempted this model in plastic, t this was not to be. As can seen from the second photo, e plastic was difficult to conrol whilst the glue set about the unded profile, or if too much ue was used, the polystyrene ssolved and tended to collapse, ce again visible in the photoraph, and so again failure.

This time I was not to be put ff. I quickly turned to shim rass 0.010" thick and this gave a large amount of success.

So here are the pitfalls into hich the average modeller falls, t if noted he may be saved from his fate in future.

Before we start to produce our odel, let us first consider the llowing factors:-

A. The Unit

B. Material to be used

C. Time

D. Quality

E. Quantity

Each of these headings should considered in detail.

. The Unit.

(I) What type of unit do I want?

  (a) Locomotive
  (b) Coaching stock
  (c) Rolling stock
  (d) Line-side structure
  (e) Permanent Way equipment
  (f) Bridge or viaduct

(II) What system is it on and will it fit into my layout?

(III) What gauge is the prototype: broad gauge, standard gauge or narrow gauge, and does this fit into my layout?

B. The Material.

(I) Brass
(I) Plastic
(III) Steel (tin plate)
(IV) Type metal
(V) Aluminium
(VI) Wood (balsa)

And will I make it by:-

(a) Casting
(b) Cutting from sheet (wood, plastic or metal).
(c) Carving (wood or plastic).
(d) Cutting it from solid (metal).

C. Time

How soon do I want it?

D. Quality.

(I) What sort of finish am I interested in?

(II) How much detail am I going to show?

E. Quantity

How many do I want?

Now let us get down to detail in our questions.

A. THE UNIT

When thinking of the unit you wish to build, consideration given to the following points will save embarrassing yourself over parts you cannot make.

(I) Try to select a unit with plain sides which, if they have to be detailed, can be done with hand-made or shop bought details.

(II) The unit should have simple lines and dimensions. If you make a study of RTR or Kits, you will find that most of them are slab sided or cylindrical, these being basic geometrical shapes and that any fancy pieces such as pressed roof or ends will be found on more than one kit in a manufacturer's range, so the cost of production can be brought down.

You would also find this with locomotives. Kemtron in the U.S. supply almost every trade house with detailing and super detailing parts for locomotives. These are also available in limited supply through Model Dockyard in Melbourne and most of them are suitable for Australian prototypes except cabs and certain other items, but trucks, wheels, air receivers, etc., are all usable.

The unit you choose to build should fit into your layout without looking odd or out of place.

My layout is based on Valley Heights station, yard and terminal, with loco depot, round house and turn table, here in the Blue Mountains in N.S.W. It is standard gauge and through it, I have seen N.S.W.G.R., V.R., S.A.R. and C.R. rolling stock pass. So I have a large range of flexibility of prototype to use.

So that solved the next questic for me,but it still applies to you

What gauge is it?

The gauge of the prototype affects the gauge of the track yo use, i.e., 3-foot, etc.

The next question is the mos important as in it lies the greatest number of limitations to th average modeller.

B. THE MATERIAL FROM WHICH T MAKE IT.

The decision on material is often based on the working knowledg of a limited number of material which have been used by the modeller before, so he is loath to experiment with new materials. Th material used should complement th model, i.e., if the model is complicated and has a large number o parts, the material should be easily worked, but should remain fir so that the model is rigid in scal or proportion to the prototype If the model is relatively simple such as the new N.S.W.G.R. CH coa hopper (the prototype is made fro aluminium and the design is base on the American CarFoundries centr flow hopper car brought into service late in the 1950's: the design was used in this case to allow maximum capacity with minimu car weight), then this is an idea opportunity to use brass or ti plate -- metal soft enough to ben slightly to suit the profile o the car to give the tremendous structural strength (the equivalent of the prototype) required.

Metal (except aluminium and type metal) lends itself to soldering h soft solder using a "Scope" n. I used a "Miniscope" and nt out two full tips, but this the sort of thing one must ac- t.

Wood is good for passenger car es, roofs or floors, and under- mes of box cars, reefers, flat s, etc. Some American kits it in composition with metal es, end and roof.

Type metal is soft,, easy to k, melts at a very low temper- re and gives a reasonable reduction from a mould, and my t project is to try to produce 14-car set of the Southern ora in type metal.

Aluminium is difficult to work m large solid pieces but when ished offers a good finish.

Each type of material has its characteristics of working and hining and the particular mat- al selected to suit a particular totype often points to the mod- er the methods to use in making model. So I will not attempt elaborate on the methods of king the material.

TIME.

Itchy fingers, impatience and a e who has other things which uld be done, make time one of factors to consider, so the el should not take precedence r other normal household doings. model is part of the hobby; hobby is for relaxation, so it as such and let time take own course.

QUALITY.

In this part of your consideration, you can either make or break your model. There is not much future in putting a lot of work into making a model if the detail is not correct or is insufficient.

E. QUANTITY.

This factor governs the amount of materials you would use. It also to some extent governs the method used as can readily be seen when one has made one only of something which is successful. It is often wished that another had been provided for.

So for good results and tremendous satisfaction, recognise the fact that it is just as easy to make more than one as it is to make one.

SUMMARY.

Choose your prototype wisely to suit your temperament, your layout, and most of all, your dreams.

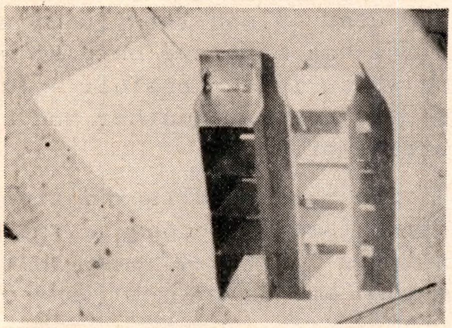
Choose your material to suit the model and the end results desired, in suitable quantity to be able to enjoy as many of the model as you wish, but at the same time not beyond your pocket.

One of the best points to remember about modelling is that it takes years to build yourself a model railway that suits your needs so do not be impatient about any model you choose to make. It takes time, and the more time it takes, the greater the satisfaction from your efforts, but conversely, so does impatience take your time.

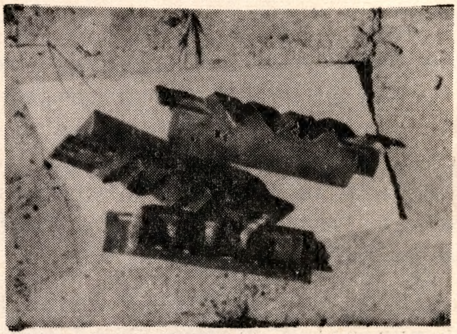
In this modern world, a quality article is hard to come by and when it is found it cost the earth, so attempt to build some quality into your model. Build it realistically and imagine how it would be built if it were a prototype. This will help you to construct a better model, which you and its admirers will enjoy.

What could more please your eye than to see a block train of any particular type of rolling stock, or one article which will be the masterpiece of your layout. You can have this if you "scratch-build"

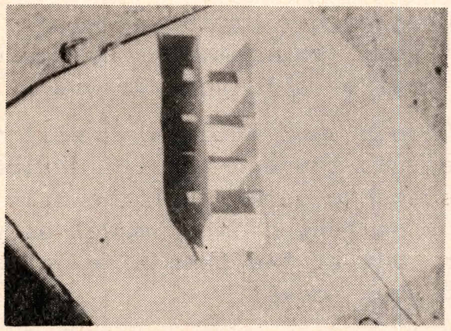
There is but one thing left t do; that is to obtain by som means or another the relevant in formation and dimensions of th prototype and this has problems o its own, but the prototype is ther to be measured, and there are lot of both model and prototype plan available.



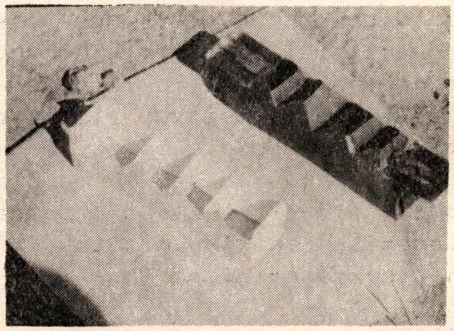
Comparing brass and plastic models



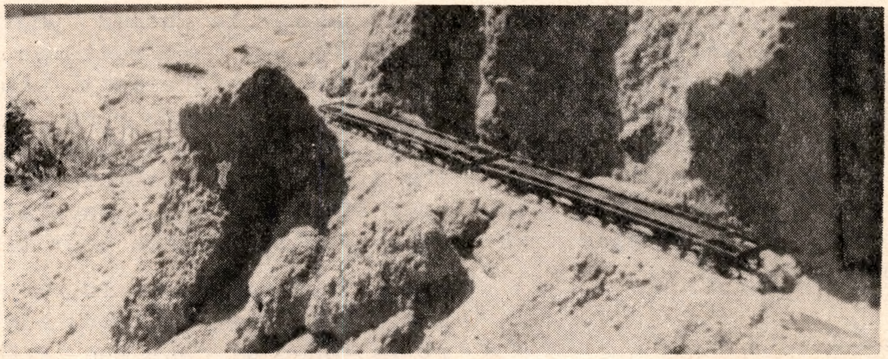
Three brass models of N.S.W.G.R. coal hoppers.



First trial of N.S.W.G.R. ¾ long view.



Comparing brass and plastic models.



Finished plastic models of N.S.W.G.R. code B.C. flat wagon built by Commeng Glanville.

THE NEW M.M. R.S. POINT MOTORS

BY A. DOWEL

We had very little trouble on
old M.M.R.S. (Melbourne Model
lway Society) layout, consid-
ng that many ideas used were
rst timers". If we did have
ubles worth mentioning, then it
ld be those associated with our
nts. Derailments were quite
e, which was wonderful confirm-
on of our new "track standards"
igned to suit everything from
finer Triang to fine scale
els. The troubles were due to
:

a) Loss of motion in the linkage between the lever frame and the points, due to the wire being much smaller in diameter than the inner diameter of the only hard plastic tubing which we could find. We also had some very awkward routes between points and lever frame for this tubing.

b) Poor reliability in "frog-switching" - the contacts which switch power to the frog dependent on the mechanical setting of the points.

We overcame both of these prob-
s with certainty in the new lay-
by using electrically operated
ors for all points, whether op-
ted from the lever frame or by
al trackside lever. This gives
one standard throughout the lay-
for all points.

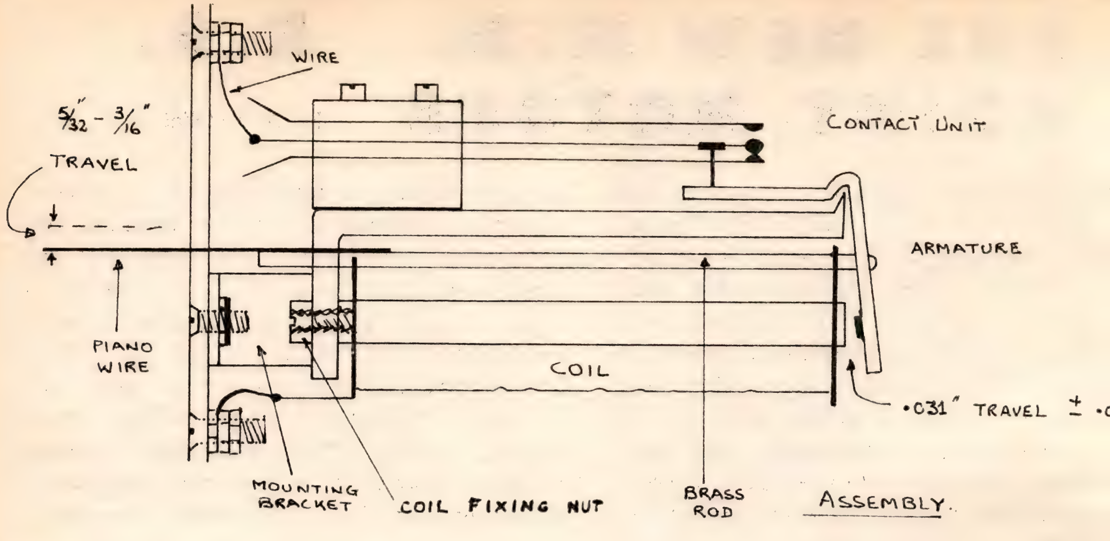
Although only three of these
nts are in regular use at this
e, reliable operation has been proved over several months' operation. Members may be interested in using the idea themselves, as they can be built from readily available parts and "kitchen table" methods for well under $1.each. The motor is based on the very efficient "post office" 3000 type relay, which is the most common relay available from disposal sources for from 50 cents upwards.

I must first emphasise three points:-

1. This point motor takes current continuously whilst operated from the main route.
2. Point blades for this motor should be freely moving (no bending of rails or binding).
3. The motor is designed for "under the baseboard" use and projects downwards 4¼" under the baseboard.

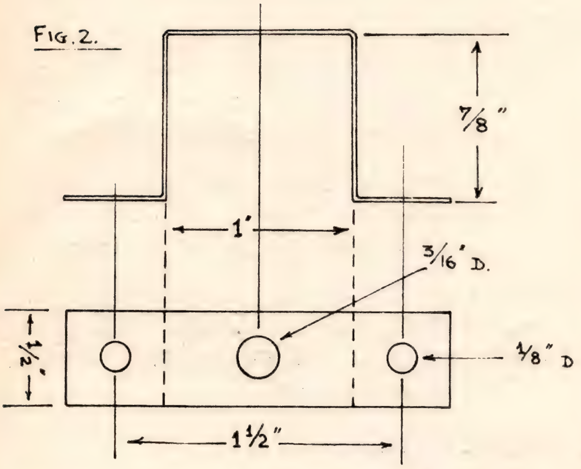
MATERIALS LIST.

1	Relay with coil resistance about 100 ohms and a minimum springset of either one C (changeover unit) or one each B (break) and M (make) units.
1	piece of hardboard 3" x 3" x 3/16".
1	piece of 1/8" brass rod x 4-3/8" (we used brazing rods).
1	piece piano wire 2½" x 22g.
1	piece of 1/2" x 18g. flat steel x 3⅛".



ASSEMBLY.

FIG. 2.



MOUNTING BRACKET (18G. Steel 3⅝" x ½")

7 brass metal threads 1/2" x 1/8" C.SK Whit.

17 brass nuts, 1/8" Whit.

MANUFACTURE

1. Drill the piece of hardboard as shown in Fig. 1., and countersink the rough side of the 1/8" holes. (We made a drilling jig from a piece of flat galvanised iron sheet by bending two adjacent sides over at 90° for 1/8" to locate one corner of the hardboard).

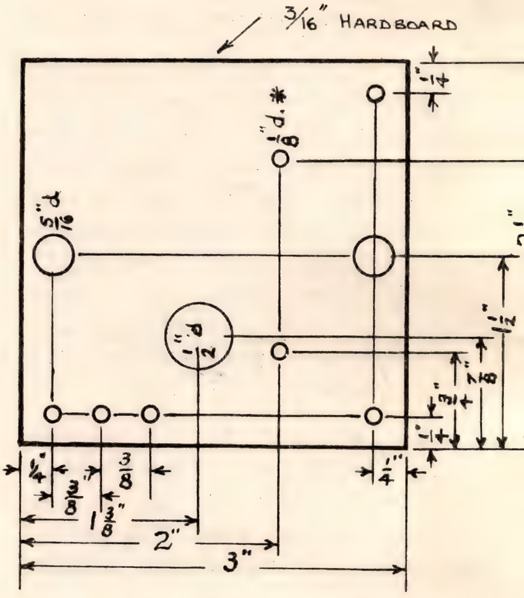


FIG. 1. THE MOUNTING BOARD.

* countersink 1/8" holes on rough side of board.

2. Bend the flat steel as sho in Fig. 2. The outer ben can be made in a vice a then the inner bends can made with two pairs of hea pliers. It is not essenti to achieve sharp angle bend Three holes should then marked out and drilled.

Bend the 1/8" rod at 90°, just one inch from one end.

Remove the armature from the relay by first removing the spring-loaded armature retaining screw.

File off the plating from that part of the armature which is to take the solder (see Fig. 3). Flux and tin this area. Clean and tin one inch of each end of the brass rod and solder the 1" bent end to the armature. (See Fig. 4).

Clean (with a file) and tin 1" of the piano wire. Sweat the piano wire to the "long" end of the brass rod, overlapping the joint by 1", (see Fig. 4.).

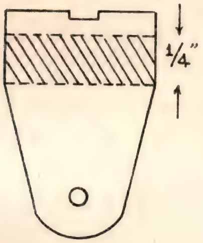


Fig 3

FILE OFF PLATING AS MARKED.

I used a standard "Scope" iron for this job with no problems. If your iron is not big enough, the "heavy" end can be done over a gas flame.

ASSEMBLY

1. Remove the two mounting screws, insulating bushes and insulating plate from the back of the relay and discard them.
2. Remove the coil fixing nut from the coil thread. (Lay the relay on the table on its side and use a large screwdriver.)
3. Fit the mounting bracket to the coil thread and refit the coil fixing nut, ensuring that the bracket is "straight across" the relay.
4. Fit five of the metal threads into the hardboard in the five holes around the edge and lock them tight with five 1/8" nuts.

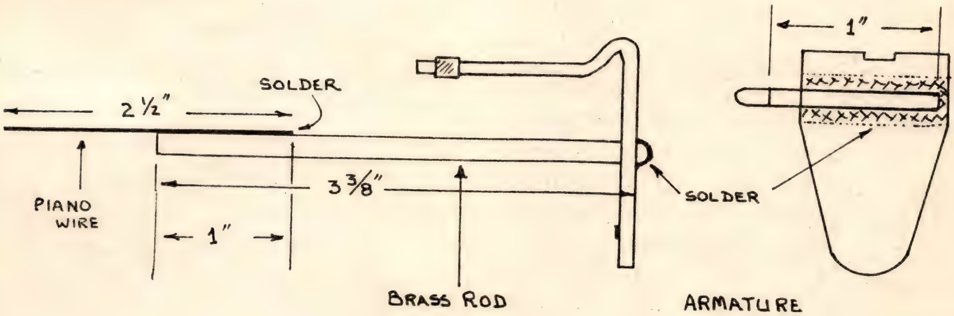


FIG. 4. ARMATURE ASSEMBLY.

5. Fit the remaining two metal threads in the two remaining 1/8" holes, and fit the relay and bracket, using two more 1/8" nuts.

6. Wire out the two coil tags to the corner metal threads, and fix with nuts.

7. Wire out the three springs of the contact unit to the other three metal threads and fix with three nuts.

8. Run the remaining five nuts loosely on to the five metal threads to act as terminals for layout wiring later.

9. Poke the "sharp" end of the armature extension through the 1/2" hole in the hardboard and slide the armature back onto the relay frame. Lift the springsets slightly as the armature slides across. Refit the armature retaining screw.

ADJUSTMENT.

Theoretically, adjustment should not be necessary. However, if the relay has had rough treatment, the following figures indicate the correct adjustments, which should be checked at this stage:-

1. The "travel" of the armature, measured at the non-ferrous stud or screw in the armature should be .031" plus or minus .002". This will result in from 5/32" to 3/16" movement at the end of the piano wire, which is about twice that required to move point blades in HO. (The
extra motion gives wide
justment tolerance when f
ting to the layout.)

2. The "outside" contact spri
of the C .unit should l
off the plastic block af
the contacts first touch
both positions). Readju
ment can be made by benc
the tips of the centre spri

(The "twin" contacts sho
make and break precisely
the same time).

3. If there are only a few
tra springs on the rel
the "restore tension"
not be sufficient to rest
the point blades. If so,
of the spare "lever" spri
can be given extra tension
bending it at its "root"
wards the relay frame. G
it with a fine pair of plie

4. The brass rod should be b
to ensure that the piano w
travels across the cen
lines of the 1/2" hole in
baseboard. (use two pa
of pliers to avoid strain
the soldered joint.)

INSTALLATION

Your point motor is now re
for installation.

1. Drill a small hole in
centre of the point throw-
(Shinohara - use the exist
hollow rivet.)

2. Place the points temporar
in the exact position,
mark the baseboard with a
through this throw-bar hol

Remove the points and drill a 1/2" hole at this point through the baseboard.

Mark the two mounting hole centres on the baseboard, using a spare hardboard plate as a template, or by measurement.

Drill pilot holes to suit No. 4 woodscrews (about 1/16") at these two points.

Using two large outside diameter 1/8" or 5/32" washers under the heads of two 1/2" x No. 4 round head woodscrews, fix the motor to the underside of the layout. This use of No. 4 screws in the 5/16" diameter holes allows tolerance in fitting and later adjustments if needed.

Fit the points (and underlay if used, also with a 1/2" hole) over the piano wire. Operate the relay manually, and fix the points in such a position that the piano wire bends a little at each end of the throw. (Fitting the points to the point motor above the baseboard is far easier than doing the opposite working under the layout.)

Cut off the excess piano wire just below track top level.

Wire the centre "terminal" of the point motor contacts to the point frog. Wire the outer "terminals" to the two stock rails (or to the wires which feed the stock rails).

Wire one coil terminal to a 12v D.C. power pack. Wire the other coil terminal through a switch to the other terminal of the power pack.

In the next issue, I will tell you about some cunning little "diagram" switches which you can make for about 3 cents each to operate these points, and the trackside levers (switches).

COIL LIMITS AND CURRENTS

The post office type 3000 relay will handle a continuous 7 watts of power without damage. This means that on 12 volts, you could come down to 21 ohms in the coil. However you don't need anything like this power. A more realistic coil resistance is about 100 ohms, and as there are a lot of disposal relays about with two 200 ohm windings on the coil, these can be connected in parallel to give 100 ohms. At this figure, the power dissipation is 1½ watts and 8 point motors can be left operated on one amp of current from your power pack. If the points are normally set in the most used position, it is unlikely that 8 out of 30 would be operated simultaneously, so one amp would be sufficient for a mighty big layout.

CONCLUSION

If you have any queries regarding the above I will be pleased to answer them provided that you send a self-addressed and stamped envelope. I also have a huge coil of piano wire which I will never use in a lifetime, so I can give you small quantities of these 2½" lengths if you cover postage.

MODEL RELIABILITY TES

Surely there could be no harsher reliability test than that provided by the display at the annual Victorian Agricultural "Show" in September each year.

This official Victorian Railway exhibit is TT, all rolling stock being specially manufactured in 1 to 120 scale. These little trains each run a scale 7000 miles during the currency of the Show. Ten trains can operate simultaneously, automatically controlled on 180 feet of track divided into 16 sections.

They have been running since 1959, with constant additions each year as each new type of prototype loco, car or wagon is introduced. The current fleet consists of 17 locomotives (16 types), a railcar, parcels van, 59 coaches and 140 wagons.

Some of the principles used and experience gained will be of interest to modellers in all scales.

MOTORS used are modified "Triang" X04 type. Ball bearings are fitted to the armature shaft, and a flywheel is attached.

DRIVE to wheels is by a shaft with a ball and socket at each end.

PICK-UP WHEELS are of steel or cast iron.

FOR SALE

H. AND M. DUETTE POWER UNIT
AS NEW $15. OR OFFER

Peter Lemon, 3 O'Connor Street, Eastlakes, N.S.W.

Phone: 67-2266.

CURRENT PICK-UP is by phos bronze springs on both side the power bogie, bearing on ei inner or outer wheel faces.

CIRCUIT from pick-up brushe direct to the motor brushe light flexible leads. This av dependence on bearings and b pivots for current flow to motor.

ROLLING STOCK WHEELS are "P nylon, which have proved be than metal wheels.

BOGIES are of the equal type, with sides pressed out by "rubber die" process. Soft sheet brass up to .006" is use

MAXIMUM GRADIENT is 1 in and curves are 2'6"minimum rad

L.D.R.'s (Light dependent re tors) and reed switches are to detect the presence of tr for spacing and stopping purpo

RELAYS are telephone 3000 t

If you find yourself in M bourne in the latter half of tember, it is well worth a vis

BRANCH SECRETARIES

Branch Secretaries are aske have their Branch Reports sent the Editor, 82 East Boundary R East Bentleigh, Vic., 3165, or Publisher, 55 Creek Road, Mitc Vic., 3132, by the first week of first month of issue, i.e., S timber for September/October Jo nal.

Branch Reports

TORIA

Since our last report in the
/June Journal, a considerable
unt of progress has been achiev-
on our new exhibition layout.

It was decided by the Committee
a vote by members of the Vic-
ian Branch that all our main
orts should be directed to com-
ting this layout, which is re-
red for displays in September,
ober and November this year.

The size of the layout to be
d is approximately 8 feet x 18
t, composed of six standard
ules and two special bridge
tions at each end. There will
one passing station and a term-
l station complete with powered
ntable.

The members are throwing them-
ves into the work and already
ls and valleys are appearing as
by magic. It is our sincere
eavour to have this display as
of our best ever and we hope
have everything ready by our
st display in September.

The club is nicely settled in
North Port and seats are being
structed by the members and
ered with carpet for comfort.

We would welcome all members of
Branch to participate in the
orts to complete this project,
for this purpose, the clubrooms
open for two afternoons and an
ening in addition to the normal meeting night as detailed in your reminder notices.

JOHN SNEDDON

News From Other Clubs

CANBERRA MODEL RAILWAY CLUB

Secretary: F. HOLLOWAY, 58 Jansz Crescent, Griffith, ACT, 2603. Phone 9-1807.

The June meeting was held at the home of Ted O'Halloran on the first Wednesday of the month as usual and was attended by 14 members and two visitors.

The heads of the working groups told of the good progress on the club layout. The scenic work is nearing completion and the construction of the main control panel is proceeding according to plan.

After the business meeting, the first auction of members' surplus equipment was held. This was quite successful for a first attempt and the commissions received will help augment club funds.

Prospective members and / or visitors are always welcome at our monthly meetings. Any time you are in the National Capital, give our Secretary a ring and he will arrange for you to meet all or any of us as you desire.

AUSTRALIAN MODEL RAILWAY ASSOCIATION

STATEMENT OF RECEIPTS AND EXPENDITURE FOR THE YEAR ENDING 31ST MAY, 1968.

Receipts

Cash Book Balance 31/5/68	$288.94	
Petty Cash on Hand 31/5/68	50.00	$338.94
Renewals		319.00
Subscriptions		52.70
Subscriptions to Journal		633.60
Advertising		408.75
Joining Fees		27.20
Sale of Badges		30.40
Sale of Traction Publications		65.45
Sale of Scrap Plastic		33.20
Sale of Journals		0.50
Hire of Typewriter		13.00
Commission on Insurance		3.44
Donations		0.50
Interest		11.67
		$1938.35

Expenditure

Journal	$793
Stationery	138
Postage	119
Purchase of Traction Publications	78
Purchase of Scrap Plastic	13
Purchase of Badges	29
Repairs to Typewriter	32
Addressograph Plates	10
Reply Paid Post	12
Duty Stamps	8
Typewriter Ribbon	1
Subscription to "Green Over Red"	1
Meritorious Award	2
Insurance	7
Engraving of T. Dunlop Cup	0
Associate Members Rebate	1
Dishonoured cheque and bank fees	3
	1255
Cash at Bank 31/5/68	633
Petty Cash on Hand 31/5/68	50
	$1938

MEMBERSHIP LIST

NEW MEMBERS -

DUHEAME, A.F. 115 Lockhart Street, Como, W. A., 6152.
NEWMAN, G.R. 19 Picton Road, Bunbury, W. A., 6230.
WEBBER, R.M. 7 Correa Avenue, Cheltenham, Vic., 3192.

The following members have changed their addresses:-

CUTLER, K.A. c/- Post Office, Narrandera, N.S.W. 2700.
FIDDLER, G.M. 966 Calimo Street, North Albury, N.S.W. 269
FIDDLER,Mrs.G.M. 966 Calimo Street, North Albury, N.S.W. 269
GORRELL, R.W. 20 Butterfield Street, Thornleigh, N.S.W.21
PARR, K. 26 Sherbourne Road, Montmorency, Vic. 3094
ROBERT, A.F. 36 Close Avenue, Dandenong, Vic., 3175.
ROBINSON, N.J.L. 218 Koornang Road, Carnegie, Vic., 3163.

Shop Spy

NEY HOBBY SHOPS

Hobbyco Pty. Ltd., 561 George
eet, Sydney (Phone 61-9655)
a few new N gauge items to
d, including Arnold bridges,
opean locos and TEE coaches.
ler buildings have also arrived
this gauge. The Sekisui range
also been bolstered with the
ition of 40' reefers, both wood-
and steel sided, while along the
trail, Kadee 4 wheel cabooses
e noted, as well as a couple of
Roundhouse lines, shorty ore
ons and Pullman cars. A Ten-
do F8 2-8-0 in Canadian Nation-
colours, ready to run, was on
play together with two new Rom-
d items, firstly an HO flywheel
ve motorised chassis and O gauge
ors. At the time of writing,
oyco was anticipating a ship-
t of K's loco kits: these may
e arrived as you read these
es.

J. Searle and Sons, 315 Pitt
eet, Sydney (Phone 26-5737),
stock Rokal's new profile sil-
track, which conforms to NEM
ndards, a vast improvement on
now superseded rail. While
the subject of track, a number
Shinohara points are selling
y cheaply, as well as a few
ms of Hornby 3 rail and Triang;
R55 diesel has been re-issued
Canadian National colours.

Just arrived at the Fantastic
oy Shop, Angel Arcade, Sydney
one 28-2318), is a new run of
ang suburban sets, motor, trailer and dummy motor, or four cars without track, which would be of more interest to the scale modeller. Gem TT flexible track is also available. Two brass items caught my eye: a Gem Canadian Pacific 4-6-0 Class D4G and a KTM USRA light Mikado (2-8-2).

Berg's Hobbies, 111 Macquarie Street, Parramatta (Phone 635-8618) has a full stock of Atlas N gauge items, together with Pola N buildings and Merton figures. For N.S.W.G.R. fans, the GRC should now be in stock, and the next kit to be released in the series will be the BDL/BDX 45' bogie open wagon Stocks of 2AE bogies, the riveted type suitable for MRC, MBC, MLV, BHG, etc., are now held, together with 5'9" bogies of the 2AA type, which are suitable for end loading cars. An 18' underframe, complete with wheels, has just arrived: these have a 10' wheelbase and are suitable for S, ABV, CV, LV, PV wagons. An added advantage is that these are sufficiently weighted and are ready for the fitting of Kadee or X2F couplings.

North Shore Hobbies Pty. Ltd. (formerly at Pymble), is now located at 29 Anderson Street, Chatswood (next to Chatswood Travel Centre) and has reasonable stocks of most of the popular lines.

COLIN GILBERTSON

MELBOURNE HOBBY SHOPS

Many interesting items were seen at the M.S.D., 121 Elizabeth

Street, for this issue. The range of Hornby now stretches to five locos. They have the "Wrenn" 8F, Castle or 2-6-4 tank for only $18.95 each and have bought up old stocks of new Barnstaples for $16.95 or Co-Bo diesels for $12.95, each with ring field motor. On the working layout, they have an assembled Playcraft "Hopper Loading Installation", (hand-operated). The kit is only $3.50.

New items are a good range of Vollmer N scale kits and Peco N gauge track pins at 33c. packet. For the "O" gaugers, I saw the new Triang gondola. It's about 12" long. I wasn't very impressed by the body, but the bogie detail was beautiful and altogether a good buy at $2.75.

At the Model Dockyard, 216 Swanston Street, a few more it
have been added to the alrea
massive range. They now ha
Floquil paints in B.R. colours
well as the full range previous
available. "Celluclay" is
available, which is a sort of p
pared papier-mache scenicing p
paration at $1.10 lb. Items wh
should be on the shelf as t
reaches you are both K's and
white metal locomotive body ki
which of course are well known
members and a full range of str
tural shapes in brass.

ALLAN DO

Note - The policy of the Fede
Committee is that prices will o
be quoted in "Shop Spy" if
shop concerned is a paying adve
iser of at least a half-page
Journal.

KIT REVIEW

TONKIN KITS - N.S.W.G.R.

RU 24' wheat hopper, K 24' open wagon.

BDL 45' bogie open wagon.

These kits, produced by Sydney modeller Rodney Tonkin, are printed on cardboard, which when cut out make up into a reasonable representation of the prototype. The RU and K wagons are designed to fit onto a Lima 2009 chassis, whilst your own bogies are required to complete the BDL. Couplers of your choice are, of course, required also. The RU and K are relatively simple to make and I used all of the parts supplied, whilst the BDL pattern is not clea
printed on the card. I also p
ferred to make some of the det
pieces out of timber in lieu
the ones provided for the BDL.

On the whole, the kits are re
onably priced and it is good to
a further encouragement of N.S.W
modelling; they can also prov
a stepping stone for the begin
who is a little reluctant to bu
his own rolling stock.

The kits are available f
Hobbyco, 561 George Street, Sydn
or direct from the maker, Ton
Products, 7 Park Street, Oat
N.S.W., 2223. Postage is inclu
in the prices.

COLIN GILBERT